

# The Hong Kong Daily Press

No. 8478

日十初月正年一十號光

HONGKONG, TUESDAY, FEBRUARY 24TH, 1885.

二月四

號四十二月二英年

PRICE \$2 PER MONTH

## SHIPPING.

ARRIVALS.  
February 22, CASALDES, British steamer, 550, Bowin, Whampoa 22nd February, General BUTTERFIELD & SWIVE.

February 23, ANTON, German steamer, 396, E. Aesel, Hoilow 21st February, General WIELER &amp; CO.

February 23, DIAMANTE, British steamer, 514, F. Stael, Manila 20th February, General RUSSELL &amp; CO.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE  
23rd FEBRUARY.

Cameo, British str., for Kuching.  
Pira C. C. Kao, British str., for Swatow.  
Mei-foo, Amer. str., for Shanghai.  
Crusader, British str., for Swatow.  
Benvenue, British str., for Saigon.  
Don Juan, Spanish str., for Manila.  
Celebes, Dutch str., for Amoy.  
Anton, German str., for Hoilow.  
Sorpedon, German str., for Shanghai.

DEPARTURES.

February 23, NINGPO, British str., for Shanghai.  
February 23, MEE-FOO, Amer. str., for Shanghai.  
February 24, DON JUAN, Spanish steamer, for Manila.

February 23, CELEBES, Dutch str., for Amoy.

February 23, MARY AUSTIN, British str., for Nagasaki.

ARRIVED.

For Diamond, str., from Manila.—Mrs. Carl Wester.

REPORTS.

The British steamer Diamond reported left Manila on the 20th inst. and had light winds and fine weather to lat. 20° N., long. 117° E., thence to port fresh monsoon and dark gloomy weather. Passed str. Castella ashore on Flat Island off Tanoo.

SHANGHAI SHIPPING.

February 23, ADRIATIC, 10, Kiang-pian, Amer. str., from Choo-choo.  
10, Newchwang, British str., from Ningpo.  
10, Kwa Hsing, American str., from a cruise.  
10, Wismar, German str., from Foochow.  
10, Genkai Maru, Japanese str., from Japan.  
10, Ningpo, British str., from Hongkong.  
10, Breconshire, British str., from Nagasaki.  
10, Ningpo, British str., from Swatow.  
10, Glendower, British str., from London.  
10, Ingolstadt, British str., from Nagasaki.  
11, Nierstorf, German str., from Nagasaki.  
11, Ichang, British str., from Ningpo.  
11, Taiwo, British str., from Kuching.  
11, Kiang-pian, Amer. str., from Ningpo.  
12, Nausing, British str., from Foochow.  
12, Kwang-lee, Amer. str., from Hongkong.  
12, Ichang, British str., from Hawku.  
12, Ichang, British str., from Ningpo.  
12, Kiang-pian, American str., from Ningpo.  
12, Vladiwostok, Rus. str., from Hakodado.  
12, Kiang-pian, American str., from Ningpo.  
12, W. C. de Vries, British str., from Hongkong.  
12, Yangtsze, British str., from Hongkong.  
12, Ichang, British str., from Ningpo.  
12, Fusun, American str., from Hongkong.  
12, Feilung, British str., from Amoy.  
12, Agamemnon, British str., from Liverpool.  
12, Lownshill, British str., from Hongkong.  
12, Pauli, British str., from Nagasaki.  
12, ADVENTURE, British str., from Ningpo.  
12, Kwang-sang, British str., for Hongkong.  
12, Kishon, British bark, for Singapore.  
12, Pechili, British str., from Nagasaki.  
12, Yelshin, American str., for Foochow.  
12, Kiang-pian, American str., for Ningpo.  
12, Totem, British bark, for Ningpo.  
12, Nierstorf, German str., for Nagasaki.  
12, Wismar, German str., for Nagasaki.  
12, Kung-pai, Amer. str., for Choo-choo.  
12, Hoilow, British str., for Swatow.  
12, Opritchnik, Russian bark, for Hongkong.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(For last Mail's Advice.)  
Ulysses (a.), Shanghai ..... Dec 24  
Bothwell Castle (a.), Shanghai ..... Dec 29  
Orestes (a.), Shanghai ..... Dec 31  
Prima (a.), Shanghai ..... Jan 1  
Kingsley (a.), Macau ..... Jan 1  
Figaro (a.), Hongkong via Macau ..... Jan 1  
Balader (a.), Yokohama ..... Jan 2  
Jason (a.), Shanghai ..... Jan 6  
Kang (a.), Shanghai ..... Jan 7

## INTIMATIONS.

KELLY & WALSH HAVE JUST RECEIVED:  
The Stability of Ships by Sir E. J. Reed.  
Maurice's Electrical Pocket Book.  
Seaton's Marine Engineering.  
Thomson's Domestic Medicine.  
Simpson's Handbook of Medicine.  
The Poems of Bret Harte.

Wreck of the "Nisso" or our Captivity in Sumatra by W. Bradley—one of the Survivors.  
Arnold's Light of Asia, superbly illustrated.  
Deacon's Dictionary of Foreign Phrases and Classical Quotations.

Composition and Style; a Hand Book for Literary Students.

The Little Water's Vale Mecum and Dictionary of Poetry.

Mark Twain's New Book, Huckleberry Finn.  
Greene's The Gun and its development.

The Letter Writer of Modern Society.

Warren's Companion Letter Writer.

Payne's Business Letter Writer and Book of Commercial Forms.

Webster's Unabridged Dictionary—1884 Ed.

White's Almanack—Post and Bound Eds.

New Waltzes, including "See-Saw"—"Kino Alone"—"Tender—Last Dream"—Les Flairs

—Sweet Violets—Vestenaria—Parthenia—&c.

New Songs—including "Shipwrecked," the most Popular Song of the day; Sailor's Rest; Steady and Sure; One Day of Roses (Adeline Patti's favorite Song), &c., &c.

KELLY & WALSH, HONG-KONG. [24]

## BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED,  
INCORPORATED IN LONDON on 18th July, 1884,  
UNDER THE COMPANIES ACT 1862 to 1863.

CAPITAL £3,000,000 IN 200,000  
SHARES OF £10 EACH.

LONDON BANKERS:  
UNION BANK OF LONDON, LIMITED.

RATES OF INTEREST ALLOWED  
ON DEPOSITS.

At 3 Months' Notice, 3 per Cent. per Annum.

At 6 Months' Notice, 4 per Cent. per Annum.

At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on terms which may

be learnt on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION  
PURCHASED.

H. A. HERBERT,  
Manager.

Hongkong, 16th September, 1884. [8]

## NOTICE.

ORIENTAL BANK CORPORATION  
IN LIQUIDATION.

ALL HOLDERS OF NOTES of the

ORIENTAL BANK CORPORATION  
(HONG-KONG) are requested to present them to the Liquidators of

the Bank, where they will be given in exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to

furnish to the Liquidators of the Bank, a

schedule, giving the Date of Issue, Number, and amount of each Note deposited.

Forms of Schedule may be had on application at the Office of the Oriental Bank Corporation, Queen's Road, Hongkong.

For the Official Liquidator of the

ORIENTAL BANK CORPORATION

By his Attorney,

J. MELVILLE MATSON,  
H. HOWARD TAYLOR,  
Anteater.

Hongkong, 4th August, 1884. [48]

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## NOTICE.

A. S. WATSON & CO.  
FAMILY AND DISPENSING  
CHEMISTS,  
By Appointment to His Excellency the Go-  
VERNOR and His Royal Highness the  
DUKE OF EDINBURGH,  
WHOLESALE AND RETAIL DRUGGISTS  
PERFUMERS,  
PATENT MEDICINE VENDORS,  
DRUGGISTS, SURGEONS,

And  
MANUFACTURED WATER MAKERS.

SHIP'S MEDICINE CHESTS REFITTED  
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm A. S. WATSON and Co., or  
HONGKONG DISPENSARY.

portion of the cost while the former are exempted? The French Government are far more liberal. They do not seek to make the colony of Saigon contribute to the subsidy paid to the Messageries Maritimes, and they charge cheaper rates for carrying the letters. The British Government can afford to be equally liberal, and we hope they will soon recognize the fact, and cease to impose a burden on Hongkong which ought to be borne by the Imperial Post Office.

A meeting of the Hongkong Guia Club will be held on their ground at Kowloon this afternoon.

The Ocean Steam Ship Co.'s steamer *Pelorus*, from Liverpool, left Singapore on Sunday afternoon for this port, and is due here on the 1st próximo.

Commodore Pachet paid a visit on board the American frigate *Winton*, and afterwards on the British *Viceroy Emmanuel* yesterday, on both occasions salutes were fired by the last.

The Agents (Messrs. Russell & Co.) inform us that the Union Line steamer *Yorkshire*, from London, left Singapore for this port on the 22nd inst., and may be expected to arrive here on or about the 1st March next.

The Superintendent of the P. & O. N. S. Company received a telegram yesterday afternoon from Shanghai, to the effect that the P. & O. Company will not for the present proceed beyond Wusung.

Yesterday the British barque *Mount Lebanon* and H.M.S. *Esopus* went over to the Kowloon docks and the American barque *Codell* came out; the British steamer *Glenmore* went round to the Aberdeen docks and the British steamer *Zefiro* returned from the 18th.

Yesterday morning a fatal accident occurred on board H.M.S. *Audacious* in this harbour. A seaman named William Stanley Syjurom was doing some work aloft, when by some means he lost his hold upon the rigging, and fell to the deck below, receiving injuries that prove fatal.

Silver (says a Japanese paper) is very scarce in Yokohama, at present, and with one or two exceptions, all the banks are short of specie. The Chinese banks have been compelled to import \$2,500,000, and all the banks are now fully supplied from this source. The expected supply did not come, however, and hence the present scarcity.

Colonel Olcott, a Theosophist, who recently arrived at Kangaroo Island to "confer" on the strength of the Committee of the Chamber of Commerce, a dissenting letter from Mr. E. Mackintosh, one of the members of the committee of the Chamber, and a resolution by the Finance Committee. We commented at some length on the report of the Postmaster-General of Hongkong when it appeared as an appendix to the annual departmental report. Briefly Mr. Lister's view is that a subsidy similar to the present one is necessary in order to secure regularity, that were it withdrawn great confusion would result, but that an undue portion of the expense is thrown on Hongkong. The Committee of the Chamber of Commerce endorsed Mr. Lister's views. They say they are of opinion "that the general advantages derived by the public from the present system of subsidising a mail service have been very great, and have fully justified the cost at which the mails have been carried with such singular regularity and freedom from casualty." They say further that "the conveyances of the mails under contract with the P. & O. Company has been satisfactory in all respects, and the Committee would not without regret see a change in the system that has worked so well, but they are of opinion that the subsidy will bear reduction, and that in a new contract an increased speed of one knot per hour should be obtained." Mr. Mackintosh, in his letter of dissent, admits that the time has not yet arrived when the system of subsidising mail steamers can be abandoned, but he thinks the subsidies might be very considerably reduced by throwing open to public tender the various sections of the route, leaving it open to the Government to accept either the sectional tenders or a tender for the whole service as might be most economical. He enters into details to show the supposed advantages of the system he recommends, which he urges would secure equal regularity in the arrival and despatch of mails, while he advances the principle that the whole system of subsidies, or the advantaging of one body over the rest, which is repugnant to the feeling of the majority of the trading classes, be they free or fair, should be limited as far as possible till the practice of subsidising is extinguished, as he believes it will be at no distant date. As a question of abstract principle this position is unassailable. The question is, how can it best be applied to the particular case under consideration? Would sectional contracts offer the advantages Mr. Mackintosh claims for them, or is it desirable that competition should only be invited for the service in block? The frequent transfer of the mails from one steamer to another, which the sectional system would involve, is in itself objectionable, as it would be almost sure to lead to irregularity, but perhaps the strongest argument against it is the fact that it would tend to aggrandise the Compagnie des Messageries Maritimes, whose large subsidy would certainly not be withdrawn. Even under present conditions the P. & O. Company labour under disadvantages in competition with their French rival, and it cannot be doubted that in the event of there being no subsidised English line to the Far East, the French line would gain both in importance and in business. The subsidy now paid to the P. & O. Company might, perhaps, be reduced, though we question whether this could be done if greater speed in the steamers be insisted upon. Somewhat, as Mr. Mackintosh says, subsidies will be abolished, but not, we think, under existing circumstances. The whole question is a difficult one, and the expense thrown on the Colony is very heavy, amounting as it does to about two and a half per cent. of its entire revenue. Urgent representations have been made to the Imperial Government as to the injustice of exacting so large a contribution from this Colony towards the mail subsidy, but so far without avail. Perhaps fresh representations, on a change of Ministry, may have a different result. This Colony should not be regarded by the Imperial Government as existing only for the benefit of its residents. It is a valuable naval and military station, the farthest outpost of British power, the most easterly depot of British trade. It must not be forgotten, either, that the subsidy as a whole is paid quite as much for the benefit of residents in Shanghai and the other Treaty-ports of China as for that of the people of Hongkong. Why should the latter be called upon to pay a large pro-

voked on Sir Charles Wilson, under whom the advance was confined later in the day.

Adopting their usual practice, the rebels attempted to charge the square, rushing towards an enormous number of their enemies. Their charge was stopped by the deadly fire of the troops. Not a single Arab reached within thirty yards of the square and five of the rebels lead by them were among the killed.

In the afternoon the British and Chinese forces, the force of the British having been augmented by the arrival of the steamer *Amoy*, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

During a reconnaissance afterwards made it was ascertained that Metamphu was so strongly held that its capture would not compensate for the sacrifice the action would involve, and garrison has therefore been undistracted.

At 10 p.m. the steamer *Amoy* arrived, and the force of the British and Chinese forces, the force of the British having been augmented by the arrival of the steamer *Amoy*, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 22nd the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

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On the 26th the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 27th the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 28th the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 29th the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 30th the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 1st the British force, under command of Major General Gordon, took up a position on the bank of the river south of Metamphu, the force entirely entrenched there.

On the 2nd the British force, under command of Major

## COMMERCIAL INTELLIGENCE.

## NEWS FOR THE FRENCH MAIL.

## LATEST TELEGRAMS.

London, 16th February.

Quantities are—  
Males (New) . . . . . \$340 per picul. Also of 24 catties  
Males (Old) . . . . . \$350  
Patau (New) . . . . . \$315 per chot.  
Patau (Old) . . . . . \$604 to \$115 per chot.  
Bhunes (New) . . . . . \$605  
Bhunes (Old) . . . . . \$605

EXCHANGE.

On LONDON.—Bank Bills, at 4 months' sight . . . . . \$154  
Bank Bills, at 4 months' sight . . . . . \$154  
Bank Bills, at 4 months' sight . . . . . \$154  
Credits at 4 months' sight . . . . . \$164  
Documentary Bills at 4 months' sight . . . . . \$164

On PARIS.—Bank Bills, on demand . . . . . \$142  
Credits at 4 months' sight . . . . . \$145

On BOMBAY.—Bank, 3 days' sight . . . . . \$224  
On CHINA BANK.—Bank, 3 days' sight . . . . . \$224

On SHANGHAI.—Bank, sight . . . . . \$72

Private, 30 days' sight . . . . . \$78

SHARES.

Hongkong and Shanghai Bank Shares—127 per cent premium Buyers.

Union Insurance Society of Canton, Limited—\$450 per share.

China General Insurance Company's Shares—\$33 per share.

North China Insurance—\$135 per share.

Yangtze River Insurance Association—\$13 per share.

Chinese Insurance Company, Limited—\$175 per share, ex div.

On Taihoo Insurance Company, Limited—\$14 per share.

Canton Insurance Office, Limited—\$382 per share, ex div.

Hongkong Fire Insurance Company's Shares—\$324 per share.

China Fire Insurance Company's Shares—\$70 per share. Sellers.

Hongkong and Whampoa Dock Company's Shares—55 per cent premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—50 per cent premium, or ex div.

Indo-China Steam Navigation Co.'s Shares—90 per cent discount.

China Anti-Manile Steamship Company, Limited—30 per cent discount.

Douglas Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—\$90 per share.

Hongkong Hotel Company's Shares—\$120 per share.

China Sugar Refining Company, Limited—108 per share.

China Sugar Refining Company (Debtors)—nominal.

Luzon Sugar Refining Company, Limited—\$60 per share.

Hongkong Ice Company's Shares—\$145 per share.

Hongkong and China Bakery Company, Limited—\$118 per share.

Perak Tin Mining and Smelting Company—\$35 per share.

Salangor Tin Mining Company—\$13 per share.

Peak Sugar Cultivation Company—\$26 per share.

Hongkong Rope Manufacturing Company, Limited—\$68 per share, Buyers.

Chinese Imperial Loan of 1851—4 per cent. dis.

HONGKONG TEMPERATURE.

(From Manilla, Farocca &amp; Co's Bureau.)

February 2nd

Thermometer—4° N.

Thermometer—1° N.

Thermometer—10° N.

Thermometer—10° N. (No heat.)

Barometer—10.30. (No heat.)

Thermometer—Maximum 10° N.

Thermometer—Minimum 4° N.

HONGKONG TIDE-TABLE.

26TH FEBRUARY, 1885.

HIGH WATER.

LOW WATER.

Hongkong High Time.

Hongkong Low Time.

Height.

